

Montana and the sky



Department of Transportation - Aeronautics Division

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The Gee Bee Thrill

The Gee Bee R-1 did very well in 1932 setting a new Shell Speed Dash record of 296.287 mph. The words *Gee Bee* usually bring up talk of an aircraft that is very unstable, uncontrollable, very dangerous and a widow maker.

In 1983 Delmar Benjamin and Steve Wolf discussed airplanes they would love to fly. The words *Gee Bee* came up. In 1989 Delmar and Steve got together to build a Gee Bee and decided that the airplane would be built as close to the original as possible except for safety items for today's environment.

Following a year of research, materials were ordered with a start date planned for January 1, 1991, and completion date of Oshkosh '91. Although the aircraft arrived at Oshkosh by van and was on display in 1991, it was not test flown until December 23, 1991.

"With each new flight I become more infatuated with the ship and gain more respect for the courageous souls straddling the sticks 60 years ago," said Delmar the Gee Bee pilot. His intentions are to appear at as many air shows as possible to share this controversial piece of the past.

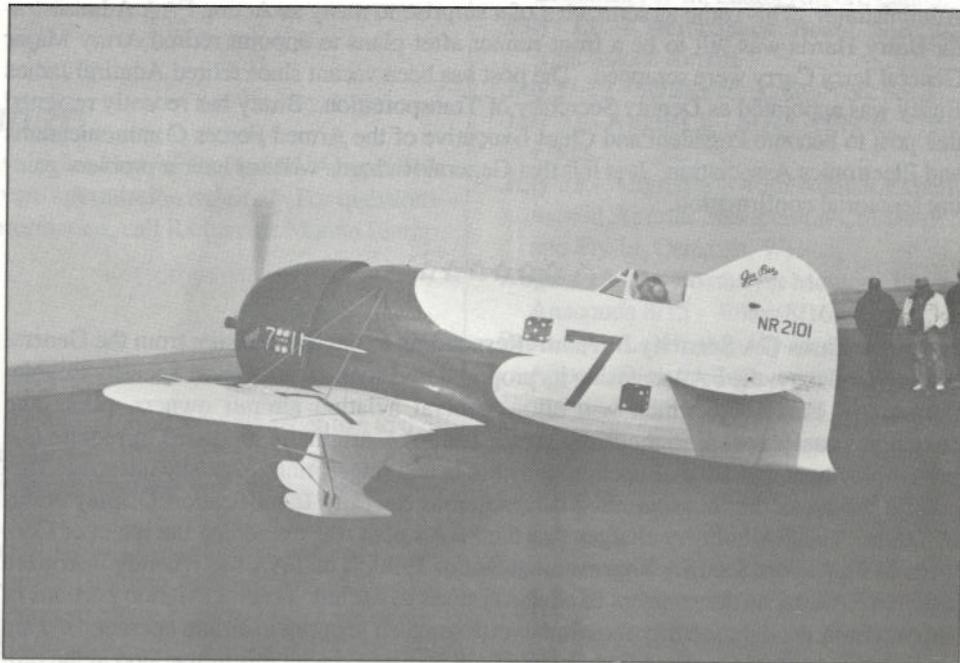
Delmar appeared in early April at Sun-n-Fun at Lakeland, Florida, participating in both the static display and a daily air show. The Gee Bee was a crowd thriller and a favorite of those in attendance.



Delmar Benjamin and wife, Tana.

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Delmar Benjamin in the controversial Gee Bee prepares for takeoff at home in Shelby.

Administrator's Column

FAA Civil Penalty Program Could Become Permanent: Unless Congress extends or makes permanent the FAA Civil Penalty Program, it will sunset on July 31, 1992. The aviation user industry is strongly opposed to the FAA's continuation of the program because of abuse problems. If the program is continued, or particularly if the program is made permanent, the abuse potential will grow. The National Transportation Association (NATA) cites the FAA's staggering civil penalties against small air carriers. If the \$50,000 cap on fines is lifted the impact will be much greater. The FAA will simply be able to put an operator out of business without the benefit of a fair and impartial trial. The FAA is the prosecutor, jury, and the judge, and in addition, the appeals judge. A pilot or small commercial operator is at the mercy of the FAA without being allowed due process. The FAA wants Congress to make the Civil Penalty Program permanent and wants the \$50,000 cap on fines lifted. Congress has until July 31, 1992 to take action. If you have strong feelings on this issue you should contact your Montana congressional delegation and make them known.



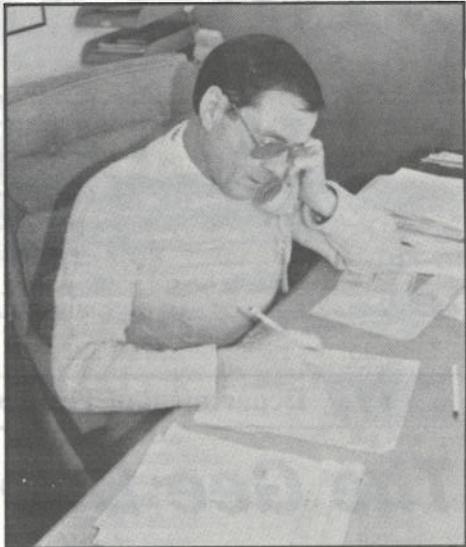
Highway Use of AIP Funds Challenged: Representative Bob Carr of Michigan and member of the House Transportation Appropriations Subcommittee challenged Transportation Secretary Andrew Card's plan to divert aviation user trust fund monies to build roads to airports. Rep. Carr noted that Congress only recently passed "a landmark piece of (surface transportation) legislation" authorizing road projects and feels that Congress will do its best to see that roads to airports be funded from these monies, which should be sufficient. He does not see any point of "draining" Airport Improvement Program (AIP) trust funds.



New FAA Chief: Newly appointed Secretary of Transportation Andrew Card has announced his appointment of retired Air Force General Thomas Richards as the new FAA Administrator. This came as somewhat of a surprise to many as Acting FAA Administrator Barry Harris was felt to be a front-runner after plans to appoint retired Army Major General Jerry Curry were scrapped. The post has been vacant since retired Admiral James Busey was appointed as Deputy Secretary of Transportation. Busey has recently resigned that post to become President and Chief Executive of the Armed Forces Communications and Electronics Association. It is felt that General Richards will not have a problem gaining senatorial confirmation.



FAA Eases GA Security Burden: Responding to intense pressure from the General Aviation industry, the FAA is easing its proposed revisions to the Airport Security Regulations (FAR Part 107), which will allow general aviation aircraft owners, pilots and passengers easier access to their airplanes. The FAA originally proposed to require GA pre-employment and 10-year background checks and fingerprinting for any unescorted access to the areas that airports have designated as Security Identification Display Areas (SIDA's). The GA industry charges that the FAA's plan was exceeding the intent of Congress in its Airport Security Improvement Act of 1990. The FAA has recently instructed regional FAA security managers to advise airports to exclude general aviation portions of airports from the tight security requirements designated to apply to airline operations. I am sure that Fixed Base Operators in particular will be pleased with this turnaround in the proposed policy.



Montana and the Sky

Department of Transportation

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John Rothwell, Director

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of the

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News Briefs

Commercial Glider Training Now Available

For the first time ever, commercial glider flight training is available in Montana, according to Greg Mecklenburg, General Manager of Sunbird Aviation Inc., located at Gallatin Field Airport (Bozeman). Sunbird Aviation Inc. recently acquired a German-made Grob 103 2-place sailplane. Sunbird now offers scenic mountain glider rides, and primary glider, high performance, and advanced cross-country soaring instruction. For check ride purposes, Sunbird has an FAA examiner on the staff. Instructors and tows are available seven days per week from 8 a.m. to 7 p.m. by appointment. For more information contact Sunbird Aviation Inc., P.O. Box 808, Belgrade, MT 59714 or call (406) 388-4152.

EAA Aviation Foundation Scholarships Available

This extensive scholarship program is offered every year to young people interested in aviation-related academic and technical studies. The scholarships range from modest grants to awards for full four-year degree programs. For more information contact the Foundation's Education Department, EAA Aviation Center, P.O. Box 3065, Oshkosh, Wisconsin 54903.

Notice

The runway light, radio controller frequency at the Columbus Airport is now 122.8 MHz.

Effective April 30, 1992, Felts Tower at Spokane has changed frequencies from 119.0 to 132.5.

Please make note of these changes.

Airport Directory Change

The Airpark Oscar Airport located five miles east of the Laurel Airport has changed its use status from public use to private - permission required. For questions regarding the airports condition and other information, call Richard or Marcie Limpp at 656-9476.

Breakfast Is Served

The EAA Chapter 57 recently changed the date of their monthly meetings to the second Saturday of every month at the Laurel Airport. Breakfast will be served from 8 a.m. to 10 a.m. for a minimal fee. These breakfast meetings will run throughout the summer.

Chapter 57 extends an invitation to drive or fly in, have breakfast and spend the morning with the chapter. The chapter will also be holding its Third Annual Breakfast Fly-in on July 11. For more information concerning the breakfast meetings or the fly-in contact Patrick Kenney at (406) 245-5246.

Calendar

- May 16-17 – Glendive Fly-in.
May 15-16 – Big Sky Wing of OX5 Aviation Pioneers Spring Meeting, Stardust Motor Lodge, Idaho Falls, ID, (208) 522-2910.
May 23-25 – Benchmark Fly-In. Dinner provided Saturday evening by the Great Falls Hangar, MPA.
June 1 – Aircraft Auction, Glasgow Airport.
June 8-12 – Teacher Workshop, Eastern Montana College, Billings.
June 7 – Beacon Star Fly In. Poor Boy Sour Dough Pancake Breakfast for \$3.50 from 8 a.m. to 11 a.m.
June 8-19 – Teacher Workshop, University of Montana, Missoula.
June 10-19 – Aerospace Adventure Camp, Rocky Mountain College, Billings.
June 13 – Fly-in, Sheridan, Wyoming.
June 17-21 – MAAA Air Tour beginning at Chico Hot Springs, touring through Wyoming and returning to Montana.
June 20 – Fly-in, Plains Airport.
June 20 – Havre MPA Fly-in. Breakfast 0700 - 1100. Free fuel for experiments flown in for display.
June 27 – Colstrip Fly-in.
June 27 - July 5 – North to Alaska '92 Air Tour.
July 4 - Airshow, Baker.
July 10-12 – Sixth Annual Family Fun Fly-in and Safety Expo, Kalispell.
July 11 – EAA Chapter 57's Third Annual Breakfast Fly-in, Laurel Airport, Laurel.
July 13 – Aeronautics Board Meeting, Yellowstone Airport.
July 17-19 – Schafer Meadows Work Session.
July 31 - August 2 – MAAA Fly-in, Three Forks.
July 31 - August 6 – 40th Annual Experimental Aircraft Association Convention and Fly-in, Oshkosh, WI.
August 15-16 – Southwest Montana Fly-in, Anaconda 8/15 – Ennis 8/16.
Sept. 5-7 – Labor Day Fly-in, Yellowstone Airport, West Yellowstone.
Sept. 11-13 – MPA Fall Fly-in, Glasgow.
Sept. 17-20 – 29th Annual Reno Air Races, Stead Airport, Reno.
Sept. 18-20 – Mountain Search Pilot Clinic, Kalispell.
Sept. 26 – AOM Board Meeting, Helena.
Oct. 6-12 – National Aviation Education Week.
Feb. 5-7, 1993 – Flight Instructor Refresher Clinic, Helena.

Laurel Public Schools Hold Aviation Week

By: Fred Hasskamp, Chief Safety and Education Bureau

Laurel teacher Jack Bayne organized aviation related activities for the entire Laurel school system. The aviation week was held March 23-28, 1992, to introduce aviation to all students in the Laurel schools K-12, as well as in several nearby schools.

The enthusiasm of the students and teachers was exciting. Some of the activities were flight and static displays - even a B52 flyby - very impressive. Career information was provided by all facets of the aviation industry. Military, general aviation, and the airlines were all well represented.

Several contests were held for various grade levels throughout the week, which added to the excitement. These included a model airplane contest, paper airplane contest, homemade kite contest, egg drop contest and homemade parachute contest.

Rocky Mountain College's Aviation Program was well represented by Mr. David Kimball, Director of Aviation Studies, and a number of his college students. The community was heavily



involved as were aviation resource people from around Montana, including the Montana 99s.

Model airplanes were furnished for display by the Billings Model Airplane Club. I gave a presentation on aviation careers to several 7th and 8th grade classes. The presentation focused on learning to fly, local FBOs, college aviation programs, and military flight training.

In addition, Bill Winninghoff, of the Montana Department of Fish, Wildlife and Parks, spoke to high school students regarding flying for the department.



Some of the participants at the Laurel Aviation Week included Linda Campbell, Laurel Middle School teacher, and her students.

Louis Mertzig, Jr.



October 20, 1913 – April 24, 1992

Louis Mertzig, Jr. died April 24, 1992. Mertzig was born October 20, 1913, in Anaconda. He attended local schools, graduating from Anaconda High.

He was an original member of the Mac's Greater Aces Band. He played with several bands, locally and on the West Coast. He started his own band, "Men of Note," which is still active.

Mr. Mertzig was a past secretary-treasurer of the Anaconda Musicians Union, which he belonged to for 64 years. He also was a member of the Anaconda Catholic Community, Carpenters Union, Anaconda Men's Bowling Association, Elks Lodge 239, and its Drum & Bugle Corps. He worked for the Anaconda Co. at the smelter and at the BA&P Railroad before he entered the carpenter trade, working for Theodore Eck & Sons General Contractors. He later started his own contracting business, which he operated until he retired in 1975.

Mr. Mertzig was an active member of the Elks for 62 years and also was active with youth events of the lodge, serving on its board of trustees. He is in the Bowling Hall of Fame in Anaconda. He enjoyed working in his yard and helping friends and family. He donated many hours as bugler for the military honors accorded at funerals of veterans.

Mr. Mertzig had been a licensed pilot since 1934. He learned to fly in a Waco OX5 airplane. He was a member of the OX Aviation Pioneers and the Montana Pilots Association. He served as Manager of Anaconda-Deer Lodge County Airport's Bowman Field since 1970 and was secretary of the County Airport Board since 1965. As the Airport Manager, Louis played a key role in the recently completed airport improvements.

Louis was a dear friend to aviation for many years and will be sadly missed by his fellow aviators.

Helena Airport Spiffs Up

A helicopter that once flew over Vietnam now greets visitors to the Helena Regional Airport. The chopper was put into place as part of a landscaping exhibit.

The Utility Helicopter, commonly known as a "Huey," was a gunship built during the 1960s and used extensively during the Vietnam War, said Col. Dick Mooney, a public affairs officer in Helena with the Montana National Guard.

Cobra helicopters replaced the Huey, he said, and Apache helicopters soon will replace Helena's Cobras.

Besides the chopper, about six months ago, the Airport Board marked the area with a lighted sign and plans to landscape the area with trees and shrubs. Once that is completed, a dedication ceremony will be scheduled, according to Helena Airport Manager Ron Mercer.



Rendezvous held at Miles City

Perfect flying weather and a beautiful, warm, sunny day contributed to the fun on April 25 at Miles City. In attendance were pilots from Havre, Colstrip, Miles City, Billings, Glasgow, Forsyth, Glendive and two aircraft from Wyoming. All together there were 44 people and 22 aircraft. Merrill Pearcy was a gracious host allowing use of his Sunday Creek Airpark.

Gerry Smith, Billings won the 50/50 raffle. The "A" Team consisting of Bob Lipscomb and Lanny Hanson won the flour bombing contest.



After a fun-filled day these folks gather before saying their goodbyes.

This duo takes a break from the action to talk taildraggers.

Pan Am WeatherMation Update

By: Redge Meierhenry
Aviation Representative
Airport/Airways Bureau

Montana Aeronautics along with these generous sponsors: Helena Regional Airport, Exxon, Morrison Flying Service, and DEACARE - Deaconess Flight Department, have sponsored Pan Am WeatherMation for your weather briefing and flight planning purposes.

Without Pan Am WeatherModem+ software, you have only been able to dial up from your personal computer and retrieve alpha-numeric text. Unfortunately, you miss a great deal of information that is valuable, useful and perhaps necessary in getting a complete brief.

Beginning this month, the Aeronautics Division is now able to sell you WeatherModem+ software. By using this software you have access not only to the standard alpha-numeric text products such

as sequence reports, terminal forecasts, NOTAMS, Airmets, Signets, etc., but you would be able to download to your PC the following graphic maps:

- Weather Depiction maps
- Radar Summary maps
- 12/24-hour forecast maps
- 36/48-hour forecast maps
- 250-, 500-, 750-, and 850-millibar analysis maps.

Additionally, a very useful tool included with WeatherModem+ is a comprehensive flight planning function.

When ordering the software, keep in mind that you will need an IBM compatible computer with 512K RAM minimum, CGA, EGA, or VGA graphics emulation card with 256K RAM on board, IBM Proprinter or Proprinter-compatible printer and last, a Hayes-compatible modem at 300 or maximum 1200 baud.

Amended tower alert

The Montana 8 - Beaver Head Limited Partnership has been selected by the Federal Communications Commission as the wireline cellular telephone licensee in the Bozeman area. Providing cellular service involves placing transmitter antennas on existing structures or erecting new structures to meet system needs.

Cellular, Inc., acting for the Partnership, has received all necessary licenses and clearances to erect a radio tower in order to provide this service in Bozeman.

This alert is to notify airspace users of timing, location, marking, and lighting of the tower. The particulars concerning this tower are:

Latitude:	45-40'33"
Longitude:	111-08'25"
Height:	312 FT. AGL
Description:	303 FT. steel, guyed structure with a 9 FT. top-mounted antenna
Location:	5346 Love Lane, Bozeman; .5 miles north of U.S. Route 191 and approximately 2 miles east of Bozeman Hot Springs
Direction from structure to nearest public airport:	339 magnetic
Distance from structure to nearest public airport:	5.2 NM
Special Markings:	Painted alternately orange and white
Lighting:	Red Lights

Questions or comments should be directed to: Joy Robertson, Director, Regulatory/Carrier Affairs, (303) 694-3234 or (800) 366-2360.

Aviation video contest

By: Fred Hasskamp
Chief Airport/Airways Bureau

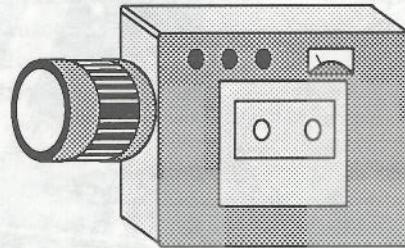
An aviation video contest is being sponsored by the Wide World of Flying video magazine series. Students from grades 7-12 are eligible and deadline for entries is June 15, 1992.

Using their home video camera, students are invited to produce a video story on "How Aviation Helps Our Community and Our Country". The story must focus on at least four important segments of aviation: general aviation; air carriers; military aviation; and airports. It must be at least two minutes in length, but not more than three minutes long and can be produced on VHS, 8mm or Beta. The story will be judged on quality of message, accuracy of information, creativity, and the visual impact. Deadline for entries is June 15, 1992.

The winner will receive ten free hours of dual flight instruction. This includes the cost of aircraft rental up to \$65 per hour and the cost of an instructor up to \$35 per hour. That's a \$1,000 value.

The winning video story will be included in the July 1992 edition of "Wide World of Flying". All entries must be produced by the students. Professional production facilities may not be used. Tapes become the property of Wide World of Flying.

For more information, contact Wide World of Flying, 248 E. 35th Street, New York, NY 10016.



Inside National Weather Service

By: Paul F. Eyssautier
NWS Meteorologist

In a previous article, I reported on the future installation of Automated Surface Observing Systems (ASOS) in Montana. The latest reports available indicate that ASOS will be installed at Dillon, Baker, and Wolf Point sometime during July and August, 1992. Specific dates available are subject to change.

In order to facilitate use of ASOS observations a breakdown of the coded observations, made available from the Western Region NWS Headquarters in Salt Lake City, is printed below. Those of you

familiar with current observations disseminated by NWS and FAA observers will note the similarity. There are, however, several changes that provide additional information.

First, there is the additional identifier AO2A, or AO2, that identifies the observation as an ASOS site with, or without, an observer, respectively. Additionally, in the remarks section there is coded information that provides the hourly and 24-hour precipitation, and the day's maximum and minimum temperatures.

Under REMARKS, there is an Augmented and an Automated section. For clarification. Remarks in the Augmented section will be provided only by those sites

that have people providing input into the ASOS. Other sites will be entirely automated without human input. As such, they will only carry the remarks listed in the Automated section.

Similarly to AWOS, ASOS observations will be available by telephone and radio. Maintenance of ASOS will be the responsibility of NWS. A commercial contractor currently handles the maintenance of AWOS sites. If you have comments or questions about this system you can contact me at the National Weather Service Forecast Office, 2800 Terminal Dr., Great Falls MT 59401. The telephone number is 453-2081.



HOW TO DECODE AN NWS ASOS OBSERVATION



ABC RS 1755 AO2A M26V OVC 2R-F 12/21/39/36/2116G24/990/ R29LVR10V50/ VSBY N1/2 CIG 10 OVR APCH RY11/ 58033 6021/ 10039 20029/ CIG 23V30 TWR VSBY 1 SE07RB07 PCPN 0009 WSHFT 05 PK WND 2032/32 PRESFR ZRNO \$

STATION IDENTIFIER	3 or 4 alphanumeric characters	ABC
OBSERVATION TYPE	SA: Record; SP: Special; RS: Record Special	RS
TIME	UTC using 24 hour clock	1755
STATION TYPE	AO2: Stand-alone ASOS; AO2A: ASOS with observer	AO2A
SKY CONDITION	CLR BLO 120: no clouds below 12,000 ft; SCT: scattered; BKN: broken; OVC: overcast; M: measured ceiling; E: estimated ceiling; W: indefinite ceiling; X: obscured sky; V: variable ceiling; sea remarks; all heights in 100's of ft.	M26V OVC
VISIBILITY	In statute miles; V: variable visibility, see remarks	2
WEATHER & OBSTRUCTIONS TO VISION	S: frozen precipitation other than hail; R: liquid precip that does not freeze; ZF: liquid precip that freezes on impact; P: light precip in unknown form; +: heavy; no sign: moderate; -: light; F: fog; H: haze	R-F
SEA-LEVEL PRESSURE	In tenths of Hectopascals/millibars (last 3 digits only, no decimal point)	125
TEMPERATURE	In degrees Fahrenheit	39
DEW POINT	In degrees Fahrenheit	36
WIND DIRECTION & SPEED	direction in 10's of degrees from true north; speed in whole knots; E: estimated direction or speed; 0000: calm	2118
WIND CHARACTER	G: gusts; Q: squalls	G24
ALTIMETER SETTING	In hundredths of inches of mercury (last 3 digits only, no decimal point)	980

REMARKS ON REVERSE SIDE

REMARKS (AUGMENTED) (at selected sites)

RWY10 minute runway range in 100's of ft.

VIRGA 10 minute range in 100's of ft.

PRECIPITATION NOT AT STATION

SIGNIFICANT MIDDLE-LEVEL CLOUDS

DISTANT CLOUDS OBSCURING MOUNTAINS

LOCAL VARIATIONS IN VISIBILITY

REMARKS (AUTOMATED)

CIG: Sky condition at secondary ceilometer site (Runway 11)

VSBY: Visibility at secondary sensor site (Runway 11)

Bppg: Pressure tendency and change reported in 00,06,09,12,15,18, & 21 UTC observations

BRPA: Precipitation amount in .01 inches for past 6 hours in 00,06,12, & 18 UTC observations & for past 3 hours in 03,09,15, & 21 UTC observations. A trace is 6000

7PRd/PdRd/Rd: 24-hour precipitation amount in .01 inches reported in 12 UTC observation

TaToTaTe: Maximum temperature in degrees Fahrenheit for past 6 hours in 00,06,12, & 18 UTC observations

TaToTaTe: Minimum temperature in degrees Fahrenheit for past 6 hours in 00,06,12, & 18 UTC observations

4aToTaTeTaTaTe: 24-hour max & min temperatures ending and reported at midnight local standard time

CIG min/max: Variable ceiling in 100's of ft.

TWR VSBY: Visibility in statute miles reported by airport control tower personnel

VSBY min/max: Variable visibility in statute miles

_B1_EE: Beginning & ending of precipitation in minutes past hour

PCPN wrt: Hourly precipitation amount in .01 inches since last hour; a trace is PCPN 0000

WSHFT rt: Time past hour wind shift began

WND dWdD: Variable wind direction in tens of degrees

PK WND ddWd: Peak wind in tens of degrees, whole knots and minutes past hour

PRESRR: Pressure rising rapidly

PRESFR: Pressure falling rapidly

PRJMP: Pressure jump in .01 inches of mercury with beginning & ending times

PWIND: Precipitation identifier sensor not operational

ZRNO: Freezing rain sensor not operational

\$: Maintenance check indicator

R29LVR10V50
VIRGA VCNTRY STN
FLU
ACC NW
CCSL DMTS DSNT S
VSBY N1/2

CIG 10 RY11
VSBY 2 RY
58033
6021/

70054
10089

20029

400410024

CIG 23V30

TWR VSBY 1

VSBY 1 3/4V2 1/2

SE07RB07

PCPN 0009

WSHFT 05

WND 17V23

PK WND 2032/32

PRESRR

PRESFR

PRJMP 13/1250/1312

PWIND

ZRNO

\$

If any element is missing and there is no backup data available, that element is encoded as M unless it is in the REMARKS section in which case it is encoded as /. For more information, contact: National Weather Service, 1325 East-West Highway, Silver Spring, MD, 20910, Attn: W/O6D12.

3/92

Rocky Holds Aerospace Adventure Camp

The sky is literally the limit at Rocky Mountain College's (RMC) new Aerospace Adventure Camp.

The camp will be held June 10-19, for students in grades 7-11.

In this camp, which is sponsored by the RMC aviation studies program, the students will learn about the principles of flight and space, after which they will fly in a REAL airplane. They will enjoy fascinating field trips and "fly" on Rocky's flight simulator, which simulates flight and can take the students into any airport in the world under any weather condition imaginable.

The students will learn the history of aviation and space flight, along with meteorology, air transportation and the many careers available in the aviation field.

For registration, or more information, call the RMC community services office at 657-1040 or 1041.

FAA Issues Certificates

Private

Michael Berg	Livingston
David Bothwell	Billings
Richard Dedycker	Butte
Michael Henderson	Great Falls
Shawn Hoem	Billings
Susan Hurley	McAllister
Jeffrey Kinyon	Galata
Thomas Kubichek	Shepherd
Walter Largent	Ronan
Larry Littrell	Pompeys Pillar
Joseph McQuillan	Three Forks
Jeffery Olson	Billings
Darel Ranf	Butte
Marc Rassler	Livingston
Jerry Redding	Billings
Bert Sholey	Butte
Russell Snively	Lodge Grass
David Stelling	Helena
Brook Zitek	Columbus

Instrument

Carl Brosten	Helena
William Southard	Billings
George Turner	Florence
Andrew White	Billings

Commercial

Thomas Bick	Billings
Ronald Bouchard	Lambert
Carl Brosten	Helena
James Ellis	Great Falls
Roy Toavs	Wolf Point
Jack Wells	Bozeman

Commercial Instrument

James Ellis	Great Falls
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Commercial Instrument Multi-engine

James Kelly	Billings
Jeanne Lesnick	Helena
Jack Morgenstern	Lewistown

Commercial Instrument Multi-engine Roto-Helicopter

Scott Gliko	Great Falls
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Instrument Glider Tow

Kurt Klewin	Bozeman
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Advanced Ground Instructor

Bradford Carter	Hamilton
Jerome Hok	Kalispell

Certified Flight Instructor

Todd Breum	Billings
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Certified Flight Instructor – Multi-engine

Stuart Smishek	Red Lodge
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Certified Flight Instructor – Renew

Bill Chapman	Gardiner
Dennis Devivo	Dillon
Robert Dillon	Red Lodge
John Eliel	Wisdom
Robert Groom	Libby
Ronald Guyton	Columbia Falls
John Hebbelman	Chinook
Harley Hoagland	Billings
Alan Hoffert	Glasgow
Richard Johnson	Butte
James Kelly	Billings
Keith Kinden	Libby
John Knudson	Big Arm
Steven Mathewson	Helena
Rollin Munson	Plentywood
Eric Nelson	Missoula
Camilla Rolstad	Billings
Malcolm Soare	Billings
Glenn Timm	Polson
Robert VanMeter	East Helena
Michael Walsh	Glasgow
Wilfred Werner	Columbia Falls
Glen White	Hysham

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May 1992

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